



Rudder Flutter

Idaho Transportation Department, Division of Aeronautics

To foster, develop, and maintain Idaho's aviation programs, facilities, and services

Volume 44, Issue 2

Spring 1998

1998 Aviation Conference is Record-breaker

By Frank Lester, Aeronautics Education Coordinator

The 6th Annual Idaho State Aviation Conference was held March 26-28, 1998, at the Owyhee Plaza Hotel. Over 180 people registered for the three-day event, nearly double any previous conference attendance. "Aviation is a major force in Idaho's economy", Governor Batt said at the Kickoff Luncheon on Thursday. "Aviation accounted for over 56,000 jobs and generated \$3.1 billion in revenues during 1997", he stated. The featured speaker, Dr. Bruce Holmes, NASA Program Manager for General Aviation, further emphasized an upbeat picture of the future of General Aviation to over 130 luncheon guests.

Twenty-two exhibitors were part of a long list of local flying organizations, clubs, major suppliers and government agencies whose support was instrumental in assuring a successful conference. Bill O'Brien, FAA Airworthiness representative from Washington, DC, opened the first ever aviation mechanic refresher and Inspector Authorization recertification in conference history. Many other firsts were realized throughout the conference. Pilots from United and Horizon Airlines

pooled their talents and expertise with local FAA representatives to provide initial and recurrent training for FAR Part 135 operators. National and local speakers presented over 22 interesting and information-packed topics during more than 70 sessions. Seminars for training and recertification of aerial applicators and mixer/loader crews and an aviation workshop for local elementary, junior high and high school teachers rounded out an event-packed schedule. The anticipation of an even better conference next year has been fueled by excellent post-conference reviews.

The Saturday night banquet featuring Col. Robert Morgan, pilot of the Memphis Belle, closed the wildly successful three-day event on a very high note. Col. Morgan spoke to a sell-out crowd which included



Bernie Fisher, Idaho's Medal of Honor winner from Viet Nam. Demand to hear Col. Morgan was so great that several people waited over an hour in hopes of purchasing unclaimed tickets. Fortunately everyone, including Jack Bain, a B-17 bombardier, could be seated. Still others came only to hear Col. Morgan's comments and stood at the back of the room to listen. Col. Morgan graciously remained more than an hour after the banquet to sign books and pictures for anyone who desired them.

The aviation conference, an immensely satisfying celebration of aviation in Idaho, will be an event you won't want to miss next year. Mark your calendars: March 11-13, 1999 and watch the Rudder Flutter.

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ADMINISTRATOR'S COLUMN

The Future of the Wilderness

By BART WELSH, Aeronautics Administrator

Flying in the back country of Idaho is at a crossroads. The United States Department of Agriculture has been conducting a large study of the Frank Church - River of No Return Wilderness for the past several years. It is a good study that looked in detail at all of the wilderness users. They have produced a very large report (4 volumes and 900+ pages) on the environmental impact. There is also a quality special edition summary of the draft environmental impact statement. Both can be obtained by contacting:

FC - RON WILDERNESS COORDINATOR
SALMON AND CHALLIS NATL FORESTS
RR 2 BOX 600
SALMON ID 83467
PHONE (208) 756-5100
FAX (208) 756-5151

It is vitally important that we are all familiar with these publications. They have long range impact on flying in Idaho wilderness areas. The final decision that will come from these studies will not only set a precedent, but will set the "tone" for back country aircraft usage. The new management plan that will be the final result of this study will be in effect for the next 20 to 30 years. This will be the guiding document for all wilderness decisions.

Since this will be the guiding document for all wilderness decisions, I urge the aviation community to obtain a copy of at least the summary and study it. This is our chance for input and it is essential that we exercise that opportunity. Here is a chance to work together with other wilderness users, to put forth a future plan that we can all live with. It is up to us, and the time is now.

NEW RATINGS

The following people have successfully completed check rides:

| | |
|--------------------|-------------------|
| Lockie Christler | CFI Renewal |
| Michael Ballantyne | Private |
| Hugh Mossman | Instrument |
| Craig Leymaster | Commercial |
| Chad Horton | Private |
| John Stright | ATP SD3 |
| Pat Veillette | SD3 |
| Bob Coward | SD3PPE |
| Craig Irvine | ATP SD3 |
| Kevin McBride | SD3PPE |
| Earl Palmer | SD3 |
| Seth Graham | Private |
| Ken Bauman | Private |
| Avery Pratt | Commercial |
| Nola Pollock | Private |
| Richard Bauer | Private |
| Craig Leymaster | Multi-engine |
| Kevin Cruson | Commercial |
| Mike Dorris | CFI Reinstatement |
| Mary Verry | SD3 |

IDAHO TRANSPORTATION DEPARTMENT

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Aeronautics Administrator *Barton W. Welsh*

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Website: <http://www.state.id.us/itd/aero/acrohome.htm>

1998 ACE Academy

The annual Aviation Career Education (ACE) Academy, cosponsored by the Idaho Transportation Department, Division of Aeronautics, the Federal Aviation Administration (FAA) and the Idaho Aviation Hall of Fame, will be held in Boise August 3-5, 1998. Applications for the Academy were sent to the schools in April and can be obtained through a member of the school counseling staff or the school principal. If you have or know a student between the ages of 14 and 18, grades 9-12, who is interested in aviation, have them look into attending the ACE Academy. **Applications must be in the Aeronautics office by June 22.** Only thirty students will be accepted.

Every year the ACE Academy strives to give Idaho students the opportunity to experience aviation from "behind the scenes." We are planning field trips to several aviation facilities including the Boise Air Terminal, the Air Traffic Control Tower, the Automated Flight Service Station, and the National Guard. In addition to our usual tour of the Boise airport, we are planning to "go where no student has gone before" and take a look at the intricate inner workings of a large airport. We'll be visiting everything from the runways to baggage handling, food services, refueling and the insides of an airliner, **before** the passengers arrive. How about a preflight with the captain just like the one he performs before every flight? All this and, yes, more! The academy participants will meet with representatives of an aviation college and several career fields to discuss plans and opportunities available to them in aviation. But the ACE Academy would not be the same without a chance to fly. The highlight of this three-day career fest will be the opportunity to plan a cross-country flight and then, with the help of an experienced pilot, navigate to a local airport. This one activity alone has proven to be the experience that every academy graduate has looked back on as the biggest thrill of the entire visit. But wait, there is still more! This year the academy committee is planning to include a balloon ride. Not one chance to fly but two!

This ACE Academy will truly be a rewarding experience and the highlight of your son or daughter's summer vacation. Don't let them miss this outstanding event!!

Remember, August 3-5, 1998, applications due to Aeronautics by June 22. Please call 208/334-8775 or 800/468-5865 with questions.

Airport News

Cold Meadows and Chamberlain are being temporarily closed by the Payette National Forest to prevent damage from soft, muddy conditions. Since it is difficult to repair these remote airstrips, the Forest Service wants to keep aircraft off them to prevent rutting and avoid accidents. They are asking for the cooperation of the flying community to help protect this resource.

The closure will be effective from early May through late June, depending on weather and snowmelt. Typically Chamberlain will dry out 1-3 weeks earlier than Cold Meadows.

For more information contact Marc Anderson at 208/634-0365.

Caretakers Resume Work in May

Johnson Creek. Gene and Cody Hargett will be welcomed back for their third year. During the winter we gave the GMC courtesy van a face-lift by applying a coat of paint. Although it looks better, it is still the same vehicle and should be treated with care to ensure its longevity.

Cavanaugh Bay. Gene Nett will once again represent us in northern Idaho, returning for something like his 13th season. In the past Gene has worked weekdays only, however this year he will change his schedule, taking Wednesdays and Thursdays off. That will allow him to be more accessible to visitors on the weekends.

Smiley Creek. It was with great sadness that we lost last years caretakers, Art and Jennie Moretti due to Art's untimely passing. They will be replaced this year by Joe and Andrea Hess who have lived in Stanley for several years. Andrea worked for the Stanharrah Corporation while Joe was the resident Custer County Sheriff's deputy. We welcome them to our team and encourage visitors to stop and introduce themselves to both Joe and Andrea. It is anticipated that Joe will also help us at the Stanley airport when necessary.

Garden Valley. Rick Walters and his family will begin part time work around the 1st of May. He will be responsible for irrigating the runway as well as watering and mowing the campground.

American Falls. There is now a courtesy car at American Falls.

PACIFIC FIGHTERS: Preserving a Piece of History

By Bob Hoff, AeroMark, Idaho Falls

World War II was certainly one of the most challenging and darkest hours in history. Much of the civilized world had been conquered or was under attack by one of the most powerful and sophisticated armed forces ever seen in world history. The United States found itself in the position of either putting its resources, both economic and human, in harms way or taking the seemingly easy road to isolation. As we know, America did respond to this threat and did it with such dedication and enterprise that not only were these totalitarian entities stopped, but our country became the world power it is today. During this time Yankee ingenuity was really put to the test in aviation. Aircraft had to practically fly off the drawing board. North American developed what was probably the best fighter of that war, the P-51 Mustang, in just 100 days.

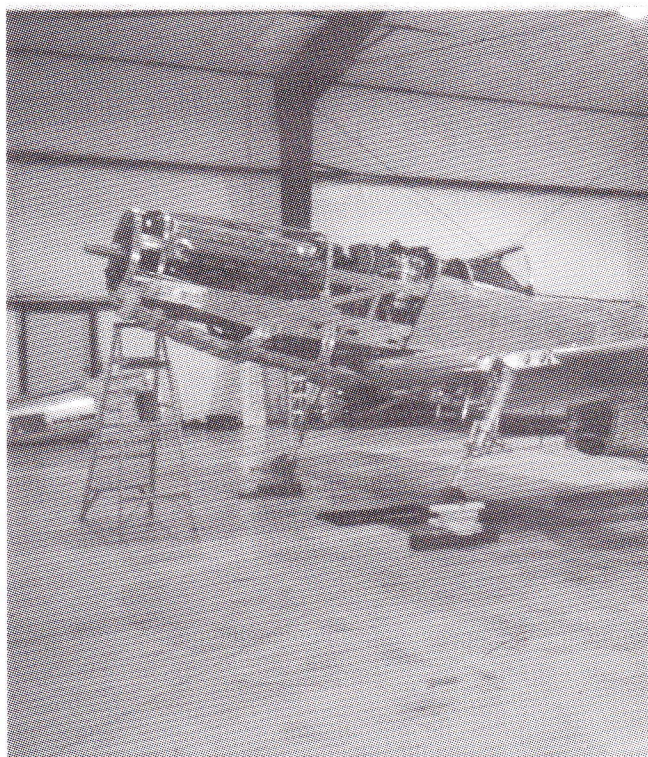
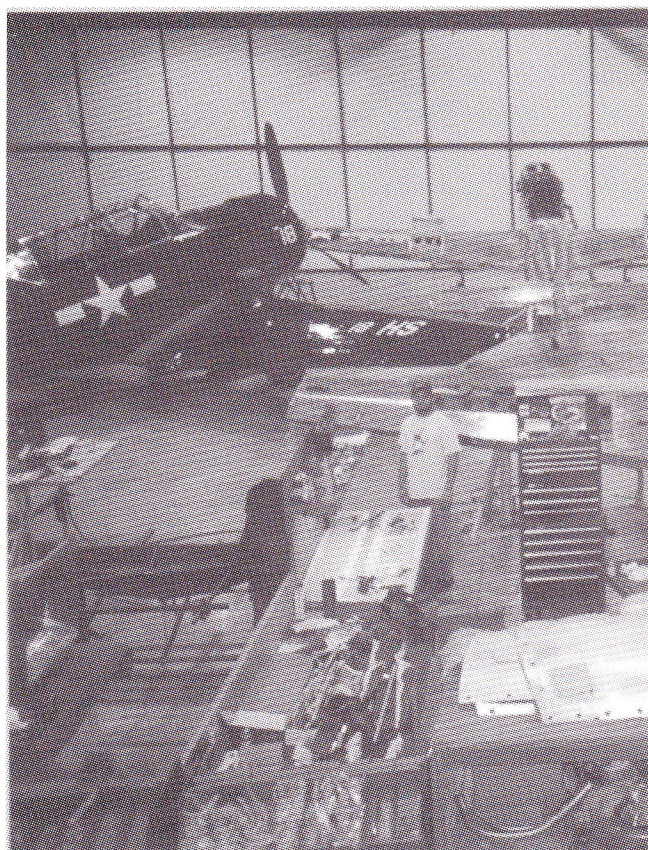
Pacific Fighters has been restoring and maintaining World War II aircraft since the early 80's. The company is new to Idaho, owned and operated by John and Karen Muszala and their restorations have taken top honors at Oshkosh. John is not entirely new to Idaho. He was employed by Red Baron Aviation of Idaho Falls in the mid 70's, maintaining and flying their warbirds. John grew up near the Chino, California, airport which was home to a good part of the country's warbird activity. Several young fellows like John worked for owners of these aircraft and eventually found themselves flying them. Known as the 'Chino Kids', they have been very instrumental in keeping alive this significant part of world history.

In their efforts to preserve a piece of WWII, Pacific Fighters has a Mustang currently under restoration. It has a particularly interesting history as it was used as a test bed by NACA (now NASA) for research leading to the supersonic flight of the X-1 by Chuck Yeager. Over 2 ½ years have gone into this project and it has just now approached the point of assembly. Making it as authentic as possible has required hours of pouring through NACA records and reams of film, but the result will be spectacular.

Corsair, Invader, Mitchell, Skyraider, Texan, Sea Fury, Sabre, Avenger, and Tiger Cat are just some of the aircraft preserved by John, Karen, and crew. They have the last of seven surviving Skysharks, topping an extensive list of rare aircraft.

We are indeed lucky to have this company and its' unique and interesting mission here in Idaho. If you get a chance to visit Pacific Fighters at their new facility at IDA, don't let it pass. You'll be truly

impressed with the people and the craftsmanship and maybe, if the timing is right, hear that distinct sound of a Mustang's V-12.



PIREP (Pilot Weather Reports)

By Don Wiggins, Boise AFSS

Wouldn't it be great if you were flying into one of Idaho's beautiful back-country areas and could talk to someone there to find out what the weather conditions really were? Or you are flying along, encountering some turbulence, and wondering if you can find out if it is smoother at other altitudes? Now you can through a service provided by the local Automated Flight Service Station (AFSS).

FAA Air Traffic Facilities are required to solicit PIREPs when the following conditions are reported or forecast to occur:

Ceilings at or below 5,000 feet
Visibility at or below 5 miles, aloft or at the surface
Thunderstorms and related phenomena
Icing of light degree or greater
Turbulence of moderate degree or greater
windshear
Reported or forecast volcanic ash cloud activity

Pilots are strongly urged to participate and promptly volunteer reports of these conditions and other data such as cloud bases, tops and layers; flight visibility; precipitation; restrictions to visibility such as haze, smoke, and dust; winds at altitude; and temperature aloft.

Pilot **REP**orts should be given to the facility with which you have communications; i.e. Enroute Flight Advisory Service (EFAS or Flight Watch), AFSS, Towers, or Centers. One of the duties of EFAS facilities - radio call "Flight Watch" - is to collect and exchange PIREP information with en route aircraft. If you are unable to give a PIREP by radio, you are strongly urged to report en route information to the nearest AFSS or Weather Forecast Office when you close your flight plan after landing.

There are two types of PIREPs:

URGENT:

The following information shall be classified as URGENT (UUA) PIREP

1. Tornadoes, funnel clouds or waterspouts
2. Severe or extreme turbulence (including clear air turbulence)
3. Severe icing
4. Hail
5. Low level wind shear
6. Volcanic ash clouds
7. Any other phenomena reported which are considered by the specialist or the pilot as being hazardous, or potentially hazardous, to flight operations.

ROUTINE: (UA) PIREP

All other pilot report information received except those listed above.

Items required to process PIREP Information:

1. Location - in relation to a VOR
2. Time - Coordinated Universal Time (UTC)
3. Altitude - essential for turbulence and icing reports
4. Type of Aircraft - essential for turbulence and icing reports.

The above items are required with at least one of the following:

5. Sky Cover - cloud height and coverage
6. Weather - flight visibility, precipitation, restrictions to visibility, etc.
7. Temperature - degrees Celsius, required for icing reports
8. Wind - direction in degrees true north, speed in knots.
9. Turbulence - see AIM paragraph 7-1-20
10. Icing - see AIM paragraph 7-1-19
11. Remarks - for items not included, to clarify previously reported items, or any information you think may be of importance to other pilots.

So why not be a friend to your fellow aviators, and make giving a **P**ilot **REP**ort as part of your enroute procedures and post flight checklist. You can do it when you close your flight plan with the Automated Flight Service Station. The important thing is to get the information relayed, so other pilots may benefit from your observations. Even a negative report (clear - no weather conditions observed or encountered) may be helpful to someone looking for better flying conditions.

1998 CALENDAR OF EVENTS

APRIL

19-25 Sun n' Fun – Lakeland, FL

MAY

14-17 Challis River of No Return Mountain
Flying Clinic – Challis
Bob Plummer 208/879-5900

17 Local EAA Chapter Gathering –
Garden Valley
Bob Troxel 208/722-5018

22-25 International 180-185 Club Fly-in –
Flying B, Salmon
Al Hewitt 206/941-3052

JUNE

6 5th Annual Taildraggers Fly-in – Stanley
Frank Kucera 208/324-8298

11-14 Challis River of No Return Mountain
Flying Clinic – Challis
Bob Plummer 208/879-5900

12-14 MAF Fly-in – Garden Valley
Larry Cobb 208/362-6200

17-20 McCall Mountain/Canyon Flying Seminars
FAA Wings approved instruction in the
back-country – McCall
Lori MacNichol/Amy Hoover 208/634-1344

24-27 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover 208/634-1344

JULY

8-11 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover 208/634-1344

10-12 Flying Farmers – Lewiston
Exploring the Lewis and Clark Trail
Belinda Zephir 208/746-7962

15-18 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover 208/634-1344

18 Rexburg Fly-in Airshow – Rexburg
Teton West 208/356-7926 (See insert)

JULY Continued

17-19 Family Fly-in – Kalispell, MT
Jim Cooney Helena FSDO 1-800/457-9917
John Goostrey Boise FSDO 208/334-1238

19-23 Oregon Air Tour 541/746-3887

22-25 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover 208/634-1344

25 Airport Appreciation Day
Joslin Field, Magic Valley Regional Airport
David Allen 208/733-5215 ext. 6

29-8/4 Oshkosh '98

31-8/2 International 180-185 Club Fly-in
Johnson Creek
Al Hewitt 206/941-3052

AUGUST

3-5 ACE Academy – Boise
Frank Lester 208/334-8775

8-9 IAA Fly-in – Johnson Creek

SEPTEMBER

12-16 67th NASAO Meeting –
Grand Rapids, MI
301/588-0587

OCTOBER

TBA Division of Aeronautics Flight Instructor
Refresher Clinic - Eastern Idaho
site TBD
Frank Lester 208/334-8775
19-21 NBAA Annual Meeting & Convention
Las Vegas, NV
202/783-9362

1999

MARCH

11-13 7th Annual Idaho State Aviation Conference
Boise

To get your upcoming event published in the *Rudder Flutter*, send information to Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Be sure to include contact person and pertinent info.

Rexburg, Idaho Area:

FLY-IN & AIR SHOW

JULY 18, 1998

Rexburg home of the following aircraft:

Hawker Sea Fury
Bob Hoover's P-51 Mustang "Ole Yeller"
C-45 Twin Beech
Beech Staggerwing
Avenger TBM

Also scheduled to show more:

P-51's
Albatross
T-2 Jet
T-28's
D-18 Twin Beech
Staggerwing
450 H.P. Stearman
and many more including yours

Planned events include:

Skydivers
Military Fly By
P-51 Fly By's
Husky demo
Pitts Races
Fly By's by older aircraft
Pitts aerobatics
Sea Fury aerobatics
T-2 Fly By
guest appearance aerobatic
act by Greg Poe.

If you prefer looking at the ground,

Come see the
old tractors
Hot Rods
Model A's
Corvettes

Please call if you would like to show your old
car or tractor!

**TETON
WEST**

Come join in with Teton West and help them to celebrate their

25th ANNIVERSARY

FYI.....

We are looking for a theme for the 7th Annual Idaho State Aviation Conference, scheduled for 11-13 March, 1999. If you have an idea or suggestion that you would like to submit, send it to me, Frank Lester, Division of Aeronautics, PO Box 7129, Boise, ID 83707-1129. The author of the selected entry will receive a free ticket to next year's conference including all seminars, the kickoff luncheon and the closing banquet. This is a savings of over \$45 on conference entry fees. Entries must be into my office by **July 1**. "Hey, it could happen".

Another reminder that the Division of Aeronautics will be holding a second Flight Instructor Refresher Clinic in eastern Idaho during October. Details as to location and dates are forthcoming. Applications will be included in the Summer Rudder Flutter. Notification will also be mailed out to FBOs in late June. All questions should be directed to the Division of Aeronautics, (800) 468-5865 or (208) 334-8775.

WE NEED HELP

The Idaho Personnel Commission is taking applications for an aircraft mechanic for the Division of Aeronautics. Applicants must have an IA.

Applications may be obtained from the Personnel Commission at 700 W. State St. in Boise or phone 208/334-2263.

Summers-A-Comin'

Another summer of back-country recreational flying is just around the corner. Although some of the nice days in recent weeks give us a feeling that summer is already here, we must be cautious of airports that have yet to dry out. Most of the desert and many of the mountain strips remain wet and can cause serious problems for those trying to get a jump on things. Please use caution until Mother Nature has taken her turn at drying out the remnants of winter.

Cessna 180/185 Fly-in

The 180/185 Club has scheduled their Johnson Creek fly-in for July 31 - August 2. The fly-in coincides with this year's harmonica festival in Yellow Pine; therefore it may indeed be a busy weekend at the airport. Those of you wishing to escape the crowds for that particular time may want to re-think your destination!

Monthly Brown Bag Lunches

The Brown Bags Lunches, sponsored by the FAA, are enjoying a new popularity. A wonderful guest speaker, along with pizza and soda, is just part of the reason. Spending time with other aviators and getting to know the Aeronautics staff is a big bonus.

Idaho Division of Aeronautics
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Boise, ID 83707-1129

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